

COUNTRY East Germany

REPORT NO.

25X1

TOPIC Werneuchen Airfield

EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 23 September to 11 October 1952

DATE OBTAINED DATE PREPARED 24 November 1952

REFERENCES 25X1

PAGES 5 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

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1. The following observations were made at Werneuchen airfield between 23 September and 3 October 1952:

23 September. No air activity throughout the day.

24 September. Between 10 a.m. and 2 p.m., take-offs and landings were made by jet bombers.

25 September. Air activity between 7:10 a.m. and 3 p.m.

26 September. In the morning and afternoon, jet bombers of both types practiced taking off and landing.

27 September. At 5 a.m., 24 IL-28s were counted at the field. In the early morning, take-offs and landings were made by jet-bombers.

29 September. No air activity in dull weather.

30 September. Take-offs and landings were practiced in the morning. At 12:10 p.m., seven IL-28s took off and assembled in formation heading northeast. At 12:30 p.m., six IL-28 jet bombers took off heading in formation toward the northeast. Between 6:30 p.m., and about 11 p.m., there was night flying by five jet bombers.

1 October. Aircraft flying individually and in formation were observed aloft between 6:55 a.m. and 2 p.m.

2 October. Between 7 and 8 a.m., two UIL-28 planes took off and landed at the field.

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2. At 5 a.m. on 3 October, a siren sounded at the field. At 5:15 p.m., two sentries 200 to 300 meters apart were observed at the fence around the field. At 6:20 a.m.,

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Soviet soldiers were suddenly observed at the former Hirschfelde-Berneuchen road proceeding as a line of skirmishers toward the field. They stormed the field. After the exercise, the soldiers assembled on the northern taxiway and marched away. A total of 72 men wearing black-bordered blue epaullets were counted.²

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3. On 30 September, source observed a strut in air intake aperture of the IL-28 plane [redacted]. Two holes were in the upper portion and a third hole in the lower portion.³ The jet bomber further had a tube, about 40 cm long and 1.5 cm in diameter, at the tip of the leading edge of the right wing. The tube was darker than the wing. Three small tubes, each 10 to 12 cm long and 5 mm in diameter, were observed at the trailing edge of the right wing, and 2 similar tubes at the trailing edge of the left wing. Small wick-like objects, slightly bent downward, projected from these tubes. Source observed two small tubes at the rear edge of the rudder assembly. Their ends were cut off diagonally.⁴

4. Documents found near the new fuel dump under construction included two notes from the financial section [redacted] on money orders and a letter from a Soviet woman to her aunt in Russia. Among other details, the Soviet woman writes that she pays for her uniform by installments, that a fur costs three months pay, and that she expects to go on furlough after a stay of more than six months in Germany.⁵

5. The following observations were made at the field between 29 September and 4 October:

29 September. Fifty-two jet bombers of both type, 4 Yak-11s and 2 Li-2s were counted at the field.

30 September. Jet bombers individually took off and flew for 15 to 20 minutes. Among other planes, two IL-28s [redacted] and one [redacted] were involved in flying. Maintenance work was in progress on the other planes which did not fly. Bombs, about 1 meter long, were put down next to the aircraft. Sixteen IL-28s left the field at 10:20 a.m. heading east. Afterward, 36 jet bombers of both types, 4 Yak-11s and 2 Li-2s were counted at the field. In the night from 30 September to 1 October, individual flights were observed.

1 October. Nine IL-28 jet bombers practiced flying in squadron wedge formation. Maintenance work was being done on the engines and weapons of the remaining planes. Between 1:30 and 5:20 p.m., the nose and tail weapons of the IL-28 plane [redacted] were being zeroed in. There was night flying while searchlights were in operation. An IL-28 plane was definitely observed in the beam of a searchlight.



30 October. At 5 a.m., a siren sounded. All the motor vehicles at the field took cover from air observation among the trees at the field and in the strip of wood along the firing range. The aircraft crews stood at the side of the plane but no take-offs were observed.



4 October. Individual take-offs were observed.

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6. An alert was practiced on 25 September. Source observed that five men stood or lay next to the planes which were parked north and south of the taxiway. Four of the men wore flying suits while the fifth man wore coveralls. Four parachutes also lay beside each plane. At 2 p.m., a bell rang and, subsequently, the siren at the guard house sounded. At this signal, one man from each plane went to the flight control building and, after a short time, returned with a paper in his hand. Thereupon, the crews boarded the planes which were started without auxiliary means.

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[REDACTED] The planes disappeared without assembling in formation. They returned after about one hour.⁶ In the afternoon of the preceding day, source observed that all the aircraft, which were parked north of the southern taxiway, were loaded with ammunition and six bombs each. Each bomb was about 1 meter long.

7. At 9:15 a.m., on 25 September, the rear cowling panels were removed from the tail guns of a jet bomber [REDACTED] which was parked in front of the hangar. The twin barrels of the tail weapons were at a right angle to the fuselage. Near the plane stood a two-wheel cart loaded with small boxes, four of which were being passed through the entrance hatch. Two boxes were placed on end both to the right and left sides of the hatch. Source estimated that each box measured about 40 x 15 to 20 cm. The boxes had straight cover at the side of the weapons and a curved cover at the side of the fuselage. In the middle of the curved cover there was a rectangular cutting, about 2.5 cm wide along the entire width of the box. An ammunition belt was being loaded into the guns at the front gunner's station. The belt was held by two men on the ground. The projectiles had an estimated length of 15 to 17 cm.⁷

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8. On 24 September, source observed that the jet bomber [REDACTED] had two dipoles under each wing instead of only one as previously observed. Small rod flags were attached to the dipoles on the aircraft parked at the field. (8)

9. On 30 September, eight 85-mm AA guns arrived at the field. Two of them were being installed in the emplacement near the signal house at the spur track, and the remaining six guns were parked in a shed near the signal house.⁹

10. The following air activity was observed between 2 and 11 October:

2 October. Flying was practiced between 7:04 and 7:30 a.m. and between 6:32 and 8:27 p.m.

[REDACTED]

4 October. Three take-offs were observed.

6 October. There was air activity between 6:30 and 11:05 p.m.

[REDACTED]

[REDACTED]

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10 October. There was hazy weather with intermittent rain showers. Flight flying was practiced between 7:25 p.m. and midnight.

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- [Redacted]
11. At 3 p.m. on 3 October, 10 to 12 AM soldiers went from their quarters to the field. They drew a hand cart which carried a machine gun.
 12. A jeep with two officers was daily observed moving from Jernouchen toward Berlin. It was further observed that every day at irregular times a PC-2 biplane took off from the field heading southwest. The plane returned to the field after 3 to 4 hours.
 13. On 10 and 11 October, many Soviet soldiers of all ranks, including women, were observed making purchases in Jernouchen. They usually bought toys, household goods and lamp shades. From similar observations previously made, source inferred that either replacements had arrived or the previous personnel were to be transferred.¹⁰
 14. Observations about the occupation at the field could only be made from the terrain of the temporary buildings of the Bauunion, southwest of the fuel dump. Bushes and undulations of the ground prevented observations from the Jernouchen-Tiefensee road. From the two roads leading from the northern exit of Hirschfelde to Highway No 158 only the eastern section of the field could be observed. Sentries and patrols prohibited any person to stop on these roads.

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2. [Redacted] Comment. Practice defense of an airfield against hostile ground troops is reported for the first time.

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3. [Redacted] Comment. The observation of holes and a strut in the air intake of a jet cannot be explained. For sketch, see Annex 1.

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4. [Redacted] Comment. The tube on the leading edge of the wing is the pilot tube. The tubes fitted at the trailing edge of the wing and the rudder assembly serve for the compensation of voltages in order to prevent the formation of sparks. For sketch, see Annex 2.

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5. [Redacted] Comment. [Redacted] is known to belong to the [Redacted] one of the two bomber regiments in Jernouchen.

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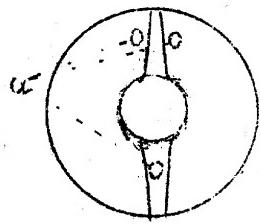


- 25X1 6. [] Comment. It appears that the procedure used for practice alerts varies according to the specific type of alert.
- 25X1 7. [] Comment. The bombs observed may have a weight of 50 or 1000 kg. According to available information, a 50-kg bomb is 90 cm long and a 100-kg bomb is 110cm long. The size of the ammunition boxes for the tail guns is reported for the first time. According to a previous report, the ammunition boxes for the nose guns have a length of 50 cm, a height of 30 cm and a width of 15 to 20 cm. It is possible that the ammunition boxes for tail guns have a different length and height in order to fit better into the space provided for them in the rear gunner's station while both types of boxes have a width of 15 to 20 cm because the ammunition in the nose and tail gunner's station has the same length. The recess observed on one side was probably made for the belted ammunition. The information that the ammunition for the nose guns has a length of 15 to 17 cm including the cases is believed to be correct and indicates that the nose weapons have a caliber of 23 mm.
- 25X1 8. [] Comment. The second dipole probably is a reflector dipole. This may indicate that a radar set is being used.
- 25X1 9. [] Comment. Two AA batteries of 85-mm guns were previously located at Ierneuchen airfield. It cannot be determined whether the newly arrived batteries replace a transferred unit or increase the ground defense.
- 25X1 10. [] Comment. This is the first indication that a change of personnel is being prepared.

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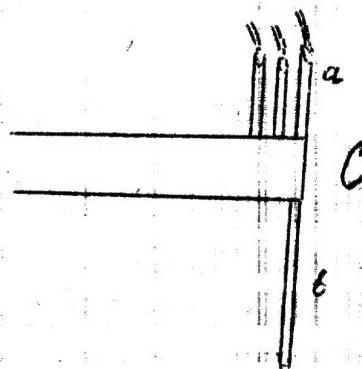
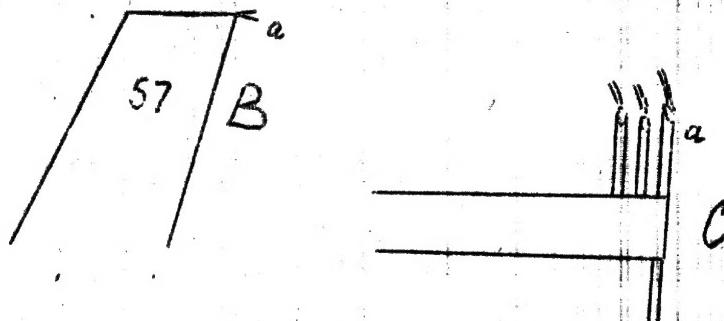
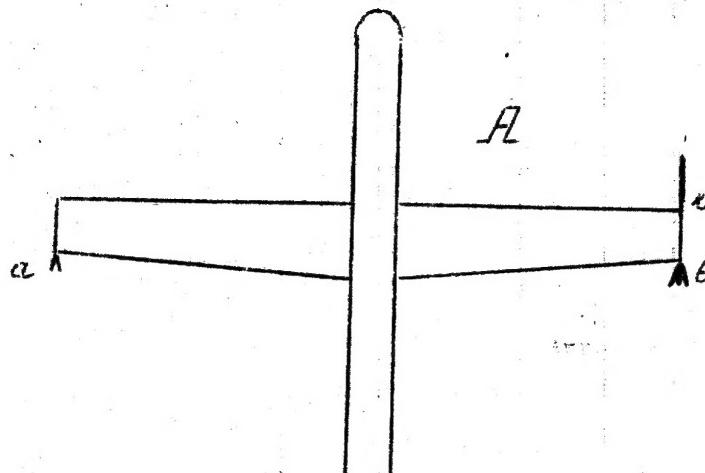
Air Intake of an IL-28 Plane Observed at Werneuchen Airfield



Legend:

a Holes

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Tubes Observed on a Jet Bomber at Werneuchen AirfieldLegend:Sketch A

- a Two tubes at trailing edge of left wing
- b Three tubes at training edge of right wing
- c One tube at leading edge of right wing

Sketch B

- a Two tubes at trailing edge of rudder assembly

Sketch C

- a Three tubes at trailing edge
- b One tube at leading edge

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